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CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION

1. Administration of Polish-Chinese Shipping

The CHIPOLBRUK (CHINESE-POLISH SHIPPING COMPANY) which is allegedly operating as the Polish Ocean Line Company is made up of 55 per cent Polish interests and 45 per cent Chinese interests. One of the employees of the special CHIPOLBRUK office in Gdynia is Dora Levine. It is estimated that there are approximately 35 ships sailing under the flag of the Polish Ocean Line in the China Trade. The Polish Merchant Fleet has a monopoly on trade to China from the Soviet bloc. POLFRACHT, the office for Polish Freight, is the trade name of the offices in Gdynia and Warsaw for administering and determining the shipping rates for the Polish Government in the Polish-Chinese Trade. POLFRACHT is controlled by and receives instructions from Moscow. All Polish ships sailing into the China port of Tientsin receive these orders from the CHIPOLBRUK office there.

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2. Routes, Refueling Points and Bunkering

All Polish ships destined for China proceed by way of Singapore and there charted courses are received. There are two main routes from Singapore, one is sailing close to the China coast and the other is circling around the island of Formosa and then to Tientsin. The port of Palembang is often used as a refueling point on the route to China. Ships going into India must avail themselves of black market oil as there is no other kind available. Ships destined for Bombay, Karachi and Pakistan refuel at DJIBOUTI. In 1952 the Polish Government sent a delegation to Indonesia to make arrangements for bunkering of ships. The delegation was composed of SZYNAROWSKI, BONARSKI and POLAK. During this mission the delegation also bought up all surplus oil from Indonesia.

3. Foreign Firms Handling Polish-Chinese Trade

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4. Cargo and Backlog

Polish ships departing from Tientsin usually pick up iron ore and soybeans. Cotton is the main product shipped from China to India. The alleged backlog of cargo in Gdynia is made up of mostly heavy materials, engines, machinery, busses and trucks. The material is well protected and crated.

5. Drydocking and Ship Building

During 1953 the Polish cargo ships were reported to be in very poor condition. There was a lack of piping materials and spare parts. All dry docking and repairs were being done in Newcastle, Wales. The Polish freighters were sent to dry dock at least once a year. There are dry dock facilities in Bombay but it was found too expensive. Each ship is taken in for reclassification every four years. There is much activity in ship building in Danzig on laying new hulls for cargo vessels. The engines for these new ships are brought in from Switzerland and Italy. The Poles have acquired several ships during 1951-52 but their recent attempts to purchase vessels have found no sellers. The Poles allegedly have large sums of money for this purpose.

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